



Chapter Eight

Participation Plan for Transportation Planning and Environmental Justice

Adopted
June 28, 2006
Amended
June 24, 2009





SUMMARY OF OBJECTIVES

- Create a plan that will enable BCATS to improve & increase participation into the transportation planning process
- Develop measures to prevent the denial of, reduction in, or significant delay in the receipt of transportation benefits by low-income and minority population.
- Facilitate participation of non-traditional participants in the planning process.
- To provide and encourage timely and early participation to ensure the opportunity for comment (by stakeholders and the public) on transportation decisions.
- Develop transportation plans and projects that reflect BCATS communities values.



Overview of Participation Plan Development Process

SAFETEA-LU continues the ISTEA and TEA21 trends of federal legislation that moves the decision making authority away from the federal government and closer to the citizens. The federal government wants transportation decisions to be more responsive to state and local needs. In response, the Bay City Area Transportation Study (BCATS) has developed this Participation Plan that includes provisions to ensure early and continuing involvement of the public in (a) the transportation planning process, (b) the development of transportation plans and (c) the development of Transportation Improvement Programs. Therefore, the Participation Plan shall reflect consultation with interested parties. At a minimum, the BCATS Organization shall publish the Participation Plan to be used and allow 45 days for written public comment before the revised plan is adopted.

Citizens, public officials, affected public agencies, representatives of transportation agency employees, users of public transit, freight shippers, private providers of transportation and other interested parties shall have full access to plans and programs, their supporting materials, and an opportunity to participate in all stages of the planning process. The Participation Plan shall dictate the methods of the publication for the Participation Plan, the Transportation Plan and the Transportation Improvement Program to make it readily available for public review and comment. The Participation Plan will comply with the Americans with Disabilities Act of 1990.

Transportation Improvement Program and Metropolitan Transportation Plan Development Process

BCATS shall consult with governmental units within the MPO, local economic development organizations, freight related businesses, non-motorized transportation groups and clubs, local transportation providers, and other interested parties in the development of the Transportation Improvement Program and the Metropolitan Transportation Plan. BCATS shall also conduct outreach, public comment periods and public hearings as described in the Participation Plan.

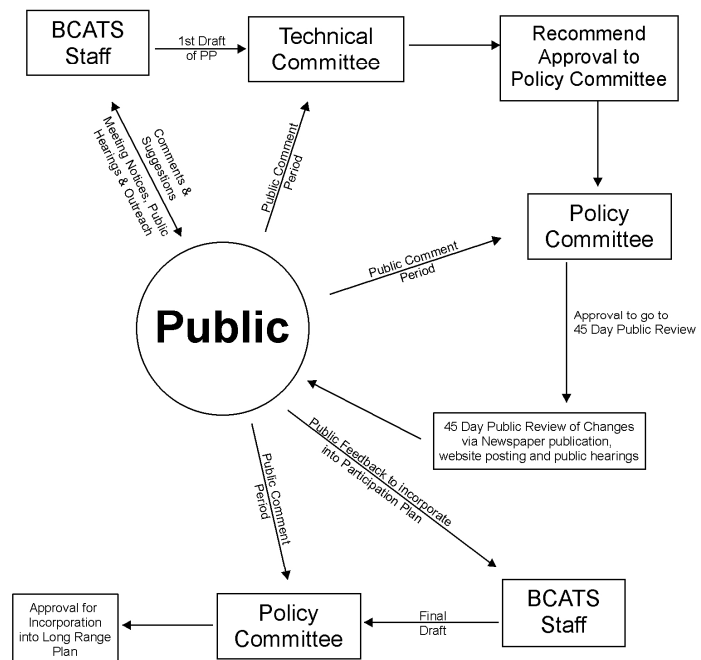
Both the initial Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) shall be published for a minimum of 30 days to receive written public comment before adoption. For any amendments that are deemed necessary for the adopted TIP and/or the MTP, BCATS shall publish *at least one notice in a local news publication of general circulation within the Bay City Urbanized Area prior to the approval of the amendment.* ~~and allow for a minimum of seven (7) days of written public comment before the TIP and/or the MTP are amended.~~



The BCATS Participation Plan consists of the following tools:

1. Notice of Meetings
2. Annual Report
3. Public Comment Period
4. Public Hearings
5. Radio, TV, Newspaper, Internet
6. Outreach
7. Visualization Techniques
8. Environmental Justice
9. Development & Analysis
10. Summary

Process for Changes to the Participation Plan for Bay City Area Transportation Study



1. Notice of Meetings

All notices of BCATS Policy Committee meetings and public hearings will be published in *"The Bay City Times"* a local news publication of general circulation within the Bay City urbanized area

and will also be listed on the Bay County Board of Commissioners "official calendar of monthly meetings." Notices will also be posted on the bulletin board in the Office of the BCATS Secretary which is at the Bay County Building, 5th floor, 515 Center Avenue, Bay City, Michigan as well as the Bay County Transportation Planning Division website. Should the proposed agenda for the meeting include action on the Participation Plan, the Transportation Plan or the Transportation Improvement Program, it shall be specifically noted.

It is also the adopted policy of the BCATS Policy Committee to include in all public meeting notices the following paragraph:

Pursuant to the Americans with Disabilities Act, individuals with disabilities may request aids/services within a reasonable time period to participate in the meeting. Contact Michael



Gray, Director of Administrative Services, County Executive's Office, 515 Center Avenue, Suite 403, Bay City, MI 48708-5125; phone: 989-895-4130 or 989-895-4049 TDD.

2. Annual Report

Publishing of the BCATS Annual report in "~~The Bay City Times~~" *a local news publication of general circulation within the Bay City urbanized area* occurs every December. The BCATS annual report shall also be included on the Transportation Planning website. This multi-modal report is a summary of the previous year's work in transportation. It includes updates on planning studies, completed and upcoming roadway construction projects, transit related information and other general data concerning the activities of BCATS. The report also provides names and phone numbers the public can contact regarding transportation issues.

3. Public Comment Period at all BCATS Policy Committee Meetings

During each BCATS Policy Committee meeting, time shall be allocated for public comment. The public may submit comments to BCATS in person or in any other form of communication (letters, phone, e-mail, fax, etc.). All comments that are received will be read at the meeting during the public comment period. In addition, BCATS encourages citizens to go to the source, that is, the best place to influence a project is at the local level – where projects begin. For example, if a citizen has a suggestion for improving a roadway or transit route, find out who has jurisdiction over the road or route (for example, is it the city of Bay City, the city of Essexville, the Bay County Road Commission, the Michigan Department of Transportation or the Bay Metro Transit Authority, etc.). Once you know who's in charge, take advantage of opportunities to voice your support or objection of a proposed project. Projects are approved at the local level (by planning commissions, township boards, city commissions, or road commissions) before they make it on to the BCATS approved project list for federal funding.

4. Public Hearings

Specifically, before approving any Participation Plan, Transportation Plan or Transportation Improvement Program, BCATS shall conduct a public hearing to solicit comments. Such hearings shall take place during the regularly scheduled BCATS meeting unless deemed otherwise by the BCATS Policy Committee. Notice of public hearings will be administered in the same manner as notice of meetings. To supplement the public hearing process, BCATS may also engage in hosting public information/ public open house meetings in publicly convenient and accessible locations such as, but not limited to, public libraries, schools, shopping malls, or township halls. During public hearing BCATS will utilize various visualization techniques, as described in section 7, to assist in conveying the transportation plans and programs.

5. Radio, TV, Newspaper, Internet



To the extent feasible, BCATS staff will utilize the opportunities provided through local radio, TV, Bay 3TV, newspaper, and internet to inform the public of the development of transportation planning products such as the Metropolitan Transportation Plan or the Transportation Improvement Program. This would include news releases, bulletin board formats, public service announcements and interview opportunities that may be available. Citizens with internet access can go to the Bay County BCATS homepage at www.co.bay.mi.us and follow the link to the transportation planning division www.baycounty-mi.gov/Transportation.

6. Outreach

BCATS staff will attempt to identify and contact special interest groups in the community to assure their opportunity to have input. These would include organizations such as citizen district councils, minority populations, low-income populations, private transportation providers, etc. These groups will receive a direct mailing which describes the transportation planning process and their opportunity for input. This includes but is not limited to the organizations listed below. This list may be added to at any meeting of the BCATS Policy Committee:

Midland Salzburg Citizen District Council (CDC)
Northwest CDC
Northeast CDC
Columbus Avenue CDC
South-End CDC
NAACP, Bay City Branch
Bay City Downtown Development Authority (DDA)
Essexville DDA
Hampton DDA
Bangor DDA
Monitor DDA
Senior Citizens Advisory Committee

Community Foundation Railtrail/Riverwalk Committee
James Clements Airport Advisory Committee
Greater Bay Cab Company
Bangor Township Public Schools Transportation Program
Bay City Public Schools Transportation Program
Essexville-Hampton Public Schools Transportation Program
Bay City Housing Commission (elderly and low income housing)
United Way of Bay County
Bay County Division on Aging



Region VII Area Agency on Aging
Tri-City Cyclist
Telamon Corporation

7. Visualization Techniques

BCATS will utilize various visualization techniques to inform the public and convey the message of transportation projects, plans, and programs ranging from, but not limited to, static maps, interactive GIS demonstrations, computer model simulations, photo manipulation to artist renderings. For each individual project, plan, or program, BCATS will use the most efficient visualization technique possible to best inform the public.

8. Environmental Justice

In April 1997 the U.S. Department of Transportation (DOT) issued the DOT order on environmental justice to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2). The order generally describes the process for incorporating environmental justice principles into all DOT programs, policies, and activities.

Environmental justice is an important part of the planning process and must be considered in all phases of planning. This includes all Participation Plans and activities, the development of Regional Transportation Plans and Transportation Improvement Programs adopted by BCATS. Specifically, BCATS will consider environmental justice concerns within their established participation procedures.

There are three fundamental concepts of environmental justice:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

BCATS will continue to work to identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the



benefits and burdens of transportation investments can be fairly distributed. BCATS will also continue to evaluate and where necessary, improve the Participation Plan to eliminate barriers and engage minority and low-income populations in transportation decision making. However, BCATS cannot fully meet community needs without the active participation of well-informed, empowered individuals; community groups; and other non-governmental organizations. These individuals and groups advance the letter, spirit, and intent of environmental justice in transportation when they participate in public participation activities (meetings, hearings, advisory groups) to help BCATS understand community needs, perceptions, and goals.

Our basic message to all citizens is that the earlier you get involved, the better your chances will be to create the impact you desire. There are many situations where public participation has influenced transportation decisions made in our community.

Transportation programs and projects cannot proceed without citizen acceptance and support that come through an educated public and an open inclusive process.

At this time BCATS has identified the following groups to begin initial outreach efforts for environmental justice purposes: All Citizen District Councils, NAACP Bay City branch, the Saginaw Chippewa Indian Tribe and the Senior Citizen Advisory Committee. This list may grow significantly as environmental justice efforts increase. Specific strategies will be developed with each group after initial contact and discussions have occurred. This will ensure that the strategies will be developed jointly and cooperatively between the MPO and community organizations representing low-income populations and minority populations.

Definition of "Minority" for Purposes of Environmental Justice

According to the U.S. DOT Order 5610.2 the following groups are defined as "minority":

1. Black (a person having origins in any of the black racial groups of Africa).
2. Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race).
3. Asian American (a person having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands).



4. American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

Definition of “Low-income” for Purposes of Environmental Justice

Low-income is defined as a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. HHS poverty guidelines are used as eligibility criteria for the Community Services Block Grant Program and a number of other federal programs. However, a state or locality may adopt a higher threshold for low-income, as long as the higher threshold is not selectively implemented and is inclusive of all persons at or below the HHS poverty guidelines.

9. Development & Analysis

BCATS has developed and will update as necessary a demographic profile of the transportation planning area that includes identification of the locations of minority populations and low-income populations as covered by the executive order on environmental justice. Maps of minority and low-income areas which have had the proposed Metropolitan Transportation Plan projects overlain on them to provide a visual analysis of potential impacts are located on the following pages of Chapter 8 and within the current BCATS Transportation Improvement Program.

BCATS will continue to address environmental justice issues over the coming months. Coordination with the MDOT with assistance and guidance provided by the FHWA will help to refine and expand on our efforts.

10. Summary

The BCATS Participation Plan described above will ensure maximum access by the public and encourage proactive public participation to all aspects of the transportation planning process. This increased access for local citizens and other groups to transportation planning will help foster the continuous improvement of BCATS plans and programs to serve the Bay City area.

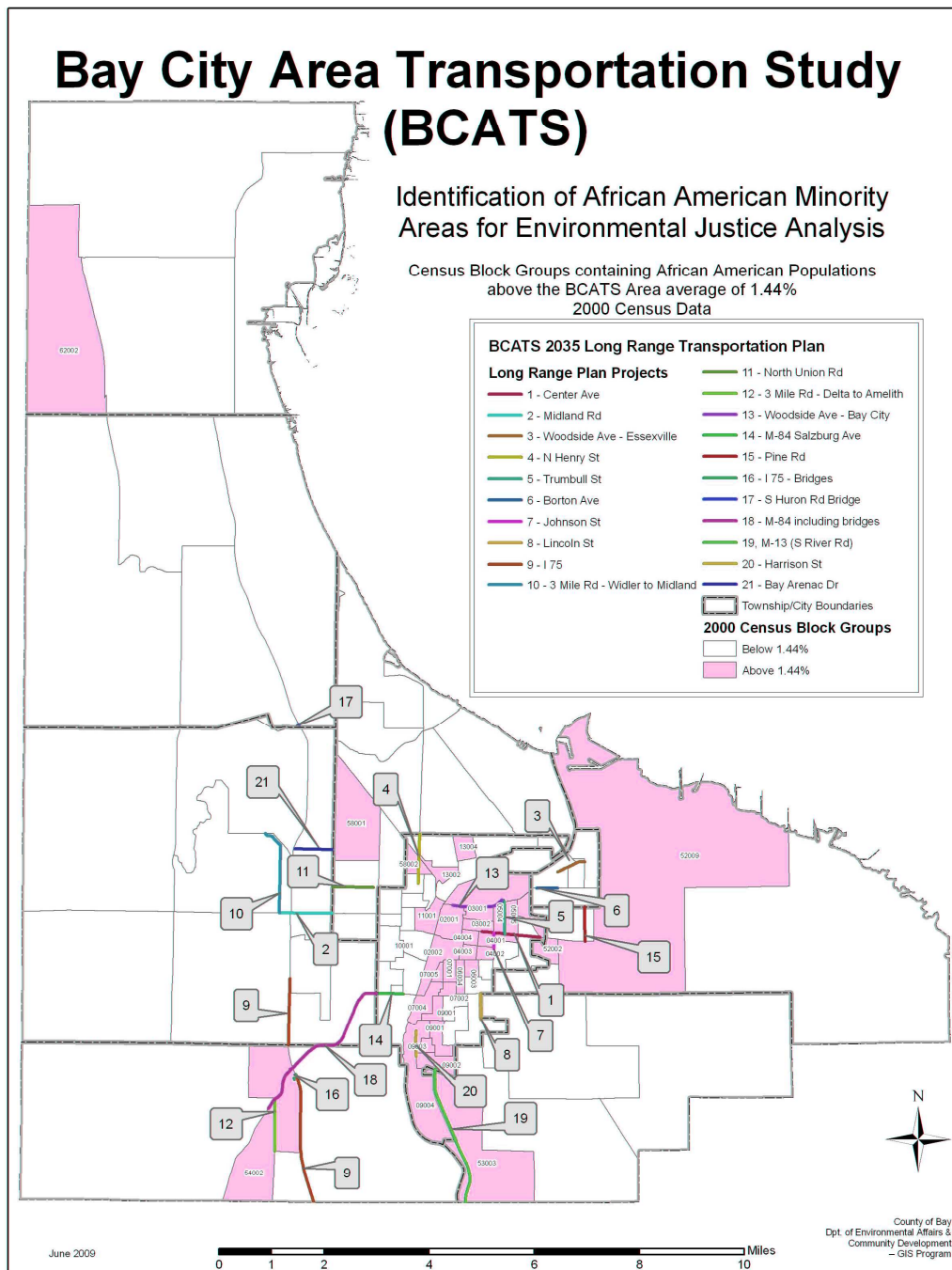
Of the 19 total street and highway projects in the MTP, 5 projects are located within or adjacent to census tracts identified as having a total minority percentage higher than the overall BCATS average for all census tracts. For each identified minority population, 9 projects are located within or adjacent to African American minority areas, 13 projects are located within or adjacent to Asian minority areas, 10 projects are within or adjacent to Native American minority areas, and 6 projects



are within or adjacent to Hispanic minority areas. In addition, 6 of the 19 projects are within or adjacent to block groups which have been identified to have a low-income population higher than the overall BCATS average for all block groups.

Overall, 15 of the 19 of the projects are complete preservation and maintenance in nature. These projects do not include any relocations and displacements. Two of the expansion projects, Pine Rd and Midland Rd, both involve the addition of a center turn lane do not include any relocations and displacements. MDOT has conducted an Environmental Assessment of the I-75 project in 2007. The Project Mitigation Summary for Preferred Alternative is included in Appendix B. The project is going to add a service lane into the median to maintain two travel lanes in each direction during the construction phase of the project. This service lane will be incorporated into the final project as an additional travel lane.

During the planning process, all projects will have an opportunity for public comment and participation. A project open house is held for major projects to discuss the socio-economic impacts of the project on the community which includes any low-income populations or minority populations. Also, during construction, appropriate detour routes are developed to minimize delay and disruption on all population groups. Having followed the adopted environmental justice practices BCATS has not identified any disproportionate adverse effects on minority or low-income populations.

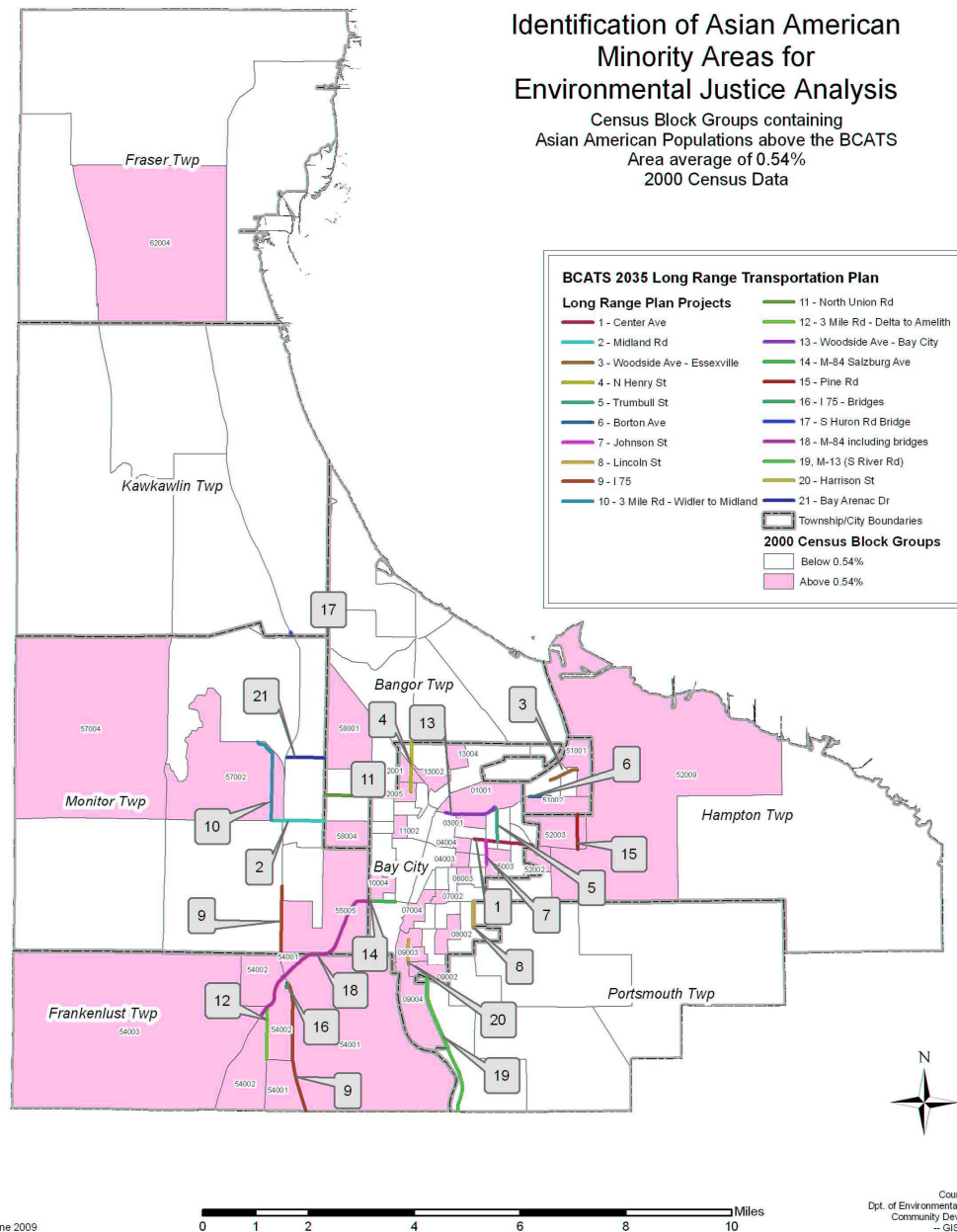


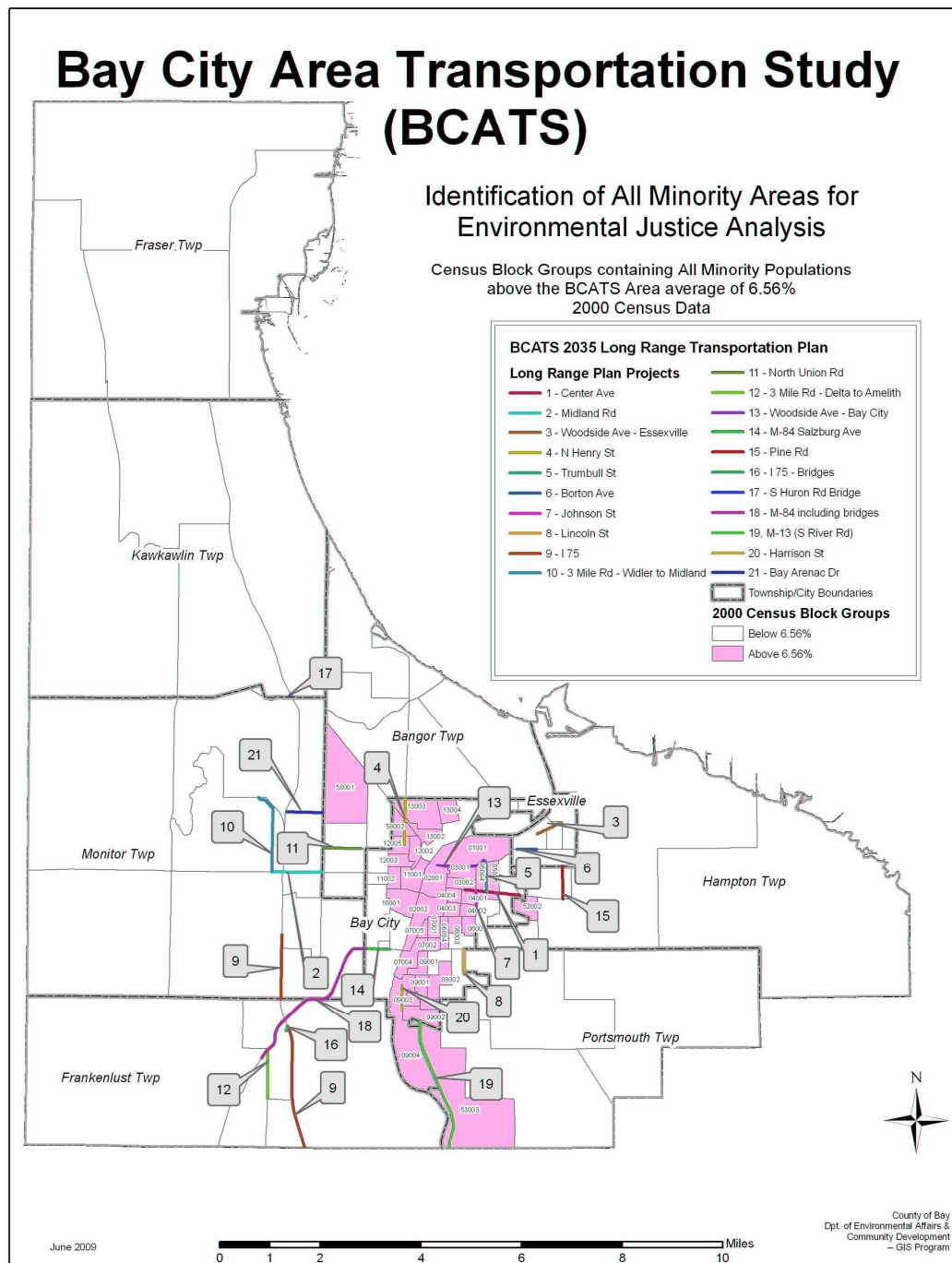


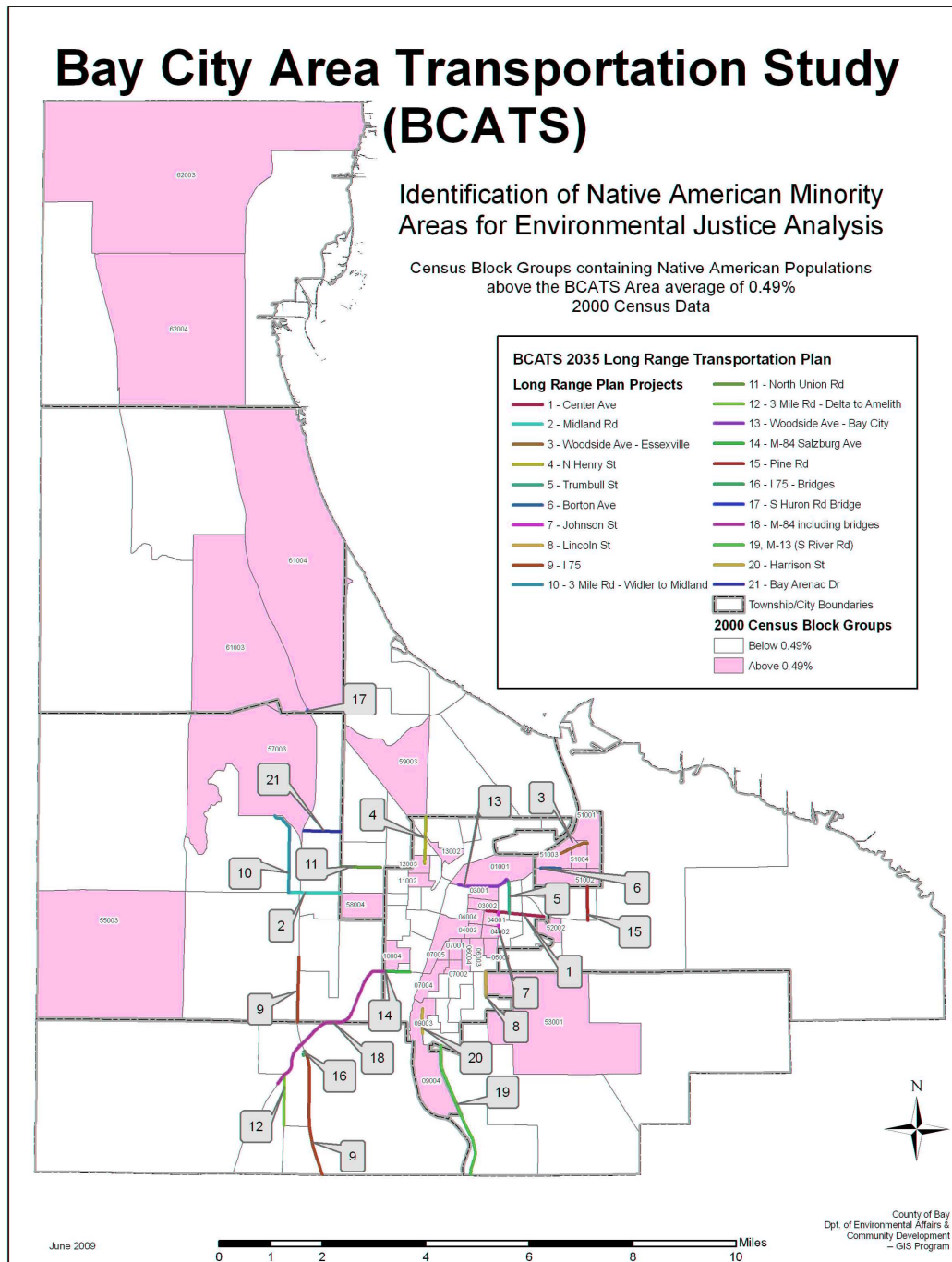
Bay City Area Transportation Study (BCATS)

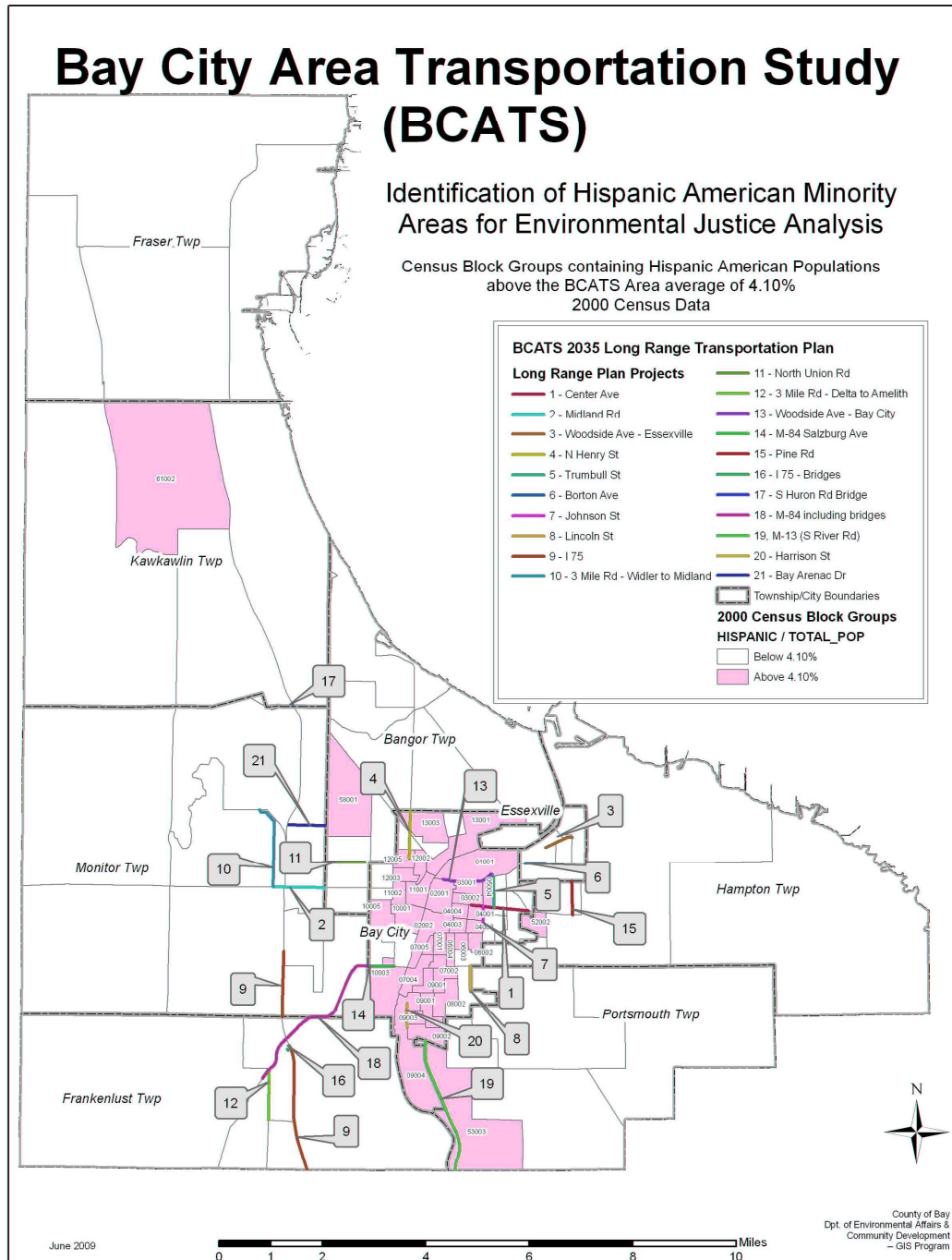
Identification of Asian American Minority Areas for Environmental Justice Analysis

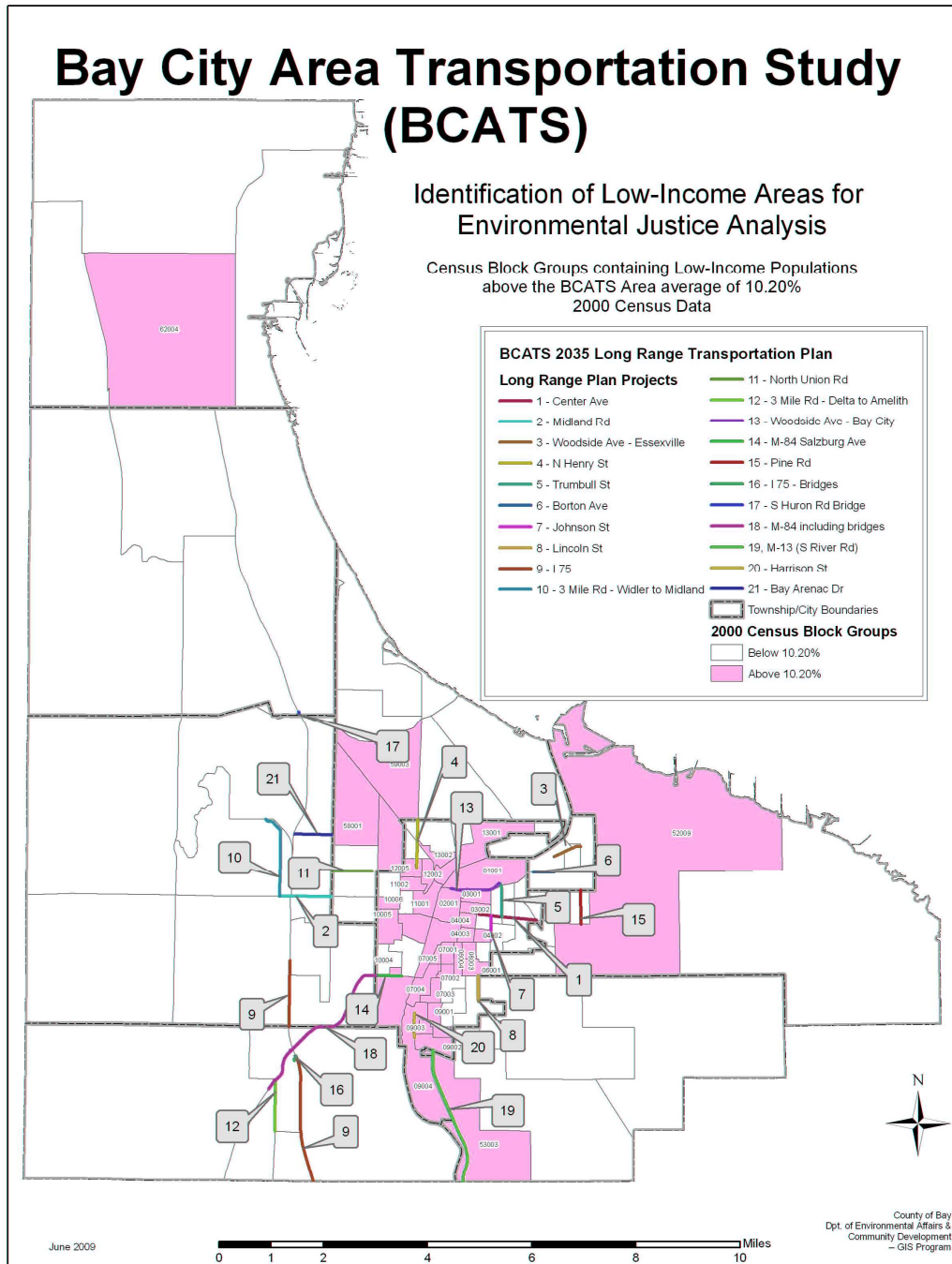
Census Block Groups containing
Asian American Populations above the BCATS
Area average of 0.54%
2000 Census Data













Identification of Minority Populations for Environmental Justice Analysis

By Census Block Group for the BCATS Area

Source: 2000 U.S. Census

All Bold percentages above BCATS average

Block Group	Total Pop.	African Amer. Pop.	% African Amer.	Asian Amer. Pop.	% Asian Amer.	Hispanic Amer. Pop.	% Hispanic Amer.	Native Amer.	% Native Amer.	Total Minority	% Total Minority
BAY CITY											
01001	515	23	4.47%	4	0.78%	34	6.60%	12	2.33%	73	14.17%
02001	608	56	9.21%	0	0.00%	58	9.54%	0	0.00%	114	18.75%
02002	564	72	12.77%	0	0.00%	75	13.30%	12	2.13%	159	28.19%
03001	550	76	13.82%	4	0.21%	74	13.45%	9	1.64%	163	29.64%
03002	953	56	5.88%	2	0.21%	51	5.35%	6	0.63%	115	12.07%
04001	768	15	1.95%	2	0.00%	54	7.03%	18	2.34%	89	11.59%
04002	618	23	3.72%	0	0.00%	52	8.41%	13	2.10%	88	14.24%
04003	756	62	8.20%	11	1.33%	59	7.80%	7	0.93%	139	18.39%
04004	1049	41	3.91%	14	1.33%	83	7.91%	25	2.38%	163	15.54%
05001	490	8	1.63%	2	0.35%	11	2.24%	1	0.20%	22	4.49%
05002	565	2	0.35%	2	0.35%	8	1.42%	1	0.18%	13	2.30%
05003	789	9	1.14%	5	0.52%	23	2.92%	1	0.13%	38	4.82%
05004	768	19	2.47%	4	0.52%	39	5.08%	0	0.00%	62	8.07%
05005	1142	28	2.45%	5	0.19%	45	3.94%	2	0.18%	80	7.01%
06001	523	1	0.19%	1	0.19%	29	5.54%	6	1.15%	37	7.07%
06002	926	7	0.76%	0	0.59%	35	3.78%	2	0.22%	44	4.75%
06003	680	34	5.00%	4	0.59%	61	8.97%	4	0.59%	103	15.15%
06004	826	20	2.42%	0	0.47%	63	7.63%	7	0.85%	90	10.90%
07001	851	40	4.70%	4	0.47%	107	12.57%	13	1.53%	164	19.27%
07002	575	29	5.04%	9	0.13%	80	13.91%	6	1.04%	124	21.57%
07003	764	30	3.93%	1	0.13%	77	10.08%	3	0.39%	111	14.53%
07004	829	58	7.00%	13	0.00%	110	13.27%	12	1.45%	193	23.28%
07005	566	34	6.01%	0	0.00%	119	21.02%	3	0.53%	156	27.56%
08001	1610	18	1.12%	3	0.56%	48	2.98%	2	0.12%	71	4.41%
08002	1247	1	0.08%	7	0.56%	90	7.22%	1	0.08%	99	7.94%
08003	931	6	0.64%	3	0.21%	50	5.37%	2	0.21%	61	6.55%
09001	960	19	1.98%	2	0.21%	108	11.25%	2	0.21%	131	13.65%
09002	1012	15	1.48%	14	1.71%	102	10.08%	4	0.40%	135	13.34%
09003	526	11	2.09%	9	1.71%	34	6.46%	2	0.38%	56	10.65%
09004	704	21	2.98%	8	0.28%	49	6.96%	4	0.57%	82	11.65%
10001	724	1	0.14%	2	0.28%	53	7.32%	0	0.00%	56	7.73%
10002	772	1	0.13%	1	0.16%	19	2.46%	3	0.39%	24	3.11%
10003	636	4	0.63%	1	0.16%	28	4.40%	3	0.47%	36	5.66%
10004	807	4	0.50%	7	0.13%	31	3.84%	6	0.74%	48	5.95%
10005	756	0	0.00%	1	0.13%	40	5.29%	1	0.13%	42	5.56%
10006	668	5	0.75%	2	0.00%	27	4.04%	0	0.00%	34	5.09%
11001	544	13	2.39%	0	0.00%	50	9.19%	0	0.00%	63	11.58%
11002	531	6	1.13%	9	1.54%	23	4.33%	2	0.38%	40	7.53%
12001	781	12	1.54%	12	1.54%	29	3.71%	2	0.26%	55	7.04%
12002	824	7	0.85%	1	0.46%	53	6.43%	3	0.36%	64	7.77%
12003	873	10	1.15%	4	0.46%	63	7.22%	8	0.92%	85	9.74%
12004	1085	11	1.01%	2	0.77%	37	3.41%	2	0.18%	52	4.79%
12005	776	9	1.16%	6	0.77%	48	6.19%	5	0.64%	68	8.76%
13001	866	5	0.58%	1	0.56%	39	4.50%	3	0.35%	48	5.54%



Bay Cy Area Transportation Study (BCATS)
2035 Metropolitan Transportation Plan (MTP)

AMENDED REPORT
October 13, 2009

13002	532	16	3.01%	3	0.56%	15	2.82%	6	1.13%	40	7.52%
13003	1183	8	0.68%	1	0.08%	65	5.49%	4	0.34%	78	6.59%
13004	794	26	3.27%	8	1.01%	25	3.15%	2	0.25%	61	7.68%
ESSEXVILLE											
51001	793	6	0.76%	5	0.63%	17	2.14%	7	0.88%	35	4.41%
51002	1574	7	0.44%	16	1.02%	27	1.72%	8	0.51%	58	3.68%
51003	793	7	0.88%	1	0.13%	20	2.52%	6	0.76%	34	4.29%
51004	606	0	0.00%	0	0.00%	14	2.31%	7	1.16%	21	3.47%
HAMPTON											
52001	852	7	0.82%	1	0.12%	11	1.29%	2	0.23%	21	2.46%
52002	1009	25	2.48%	21	2.08%	52	5.15%	12	1.19%	110	10.90%
52003	1080	6	0.56%	12	1.11%	24	2.22%	2	0.19%	44	4.07%
52004	1211	2	0.17%	2	0.17%	17	1.40%	0	0.00%	21	1.73%
52009	5750	92	1.60%	32	0.56%	151	2.63%	27	0.47%	302	5.25%
PORTSMOUTH											
53001	1376	9	0.65%	1	0.07%	39	2.83%	8	0.58%	57	4.14%
53002	992	3	0.30%	1	0.10%	20	2.02%	1	0.10%	25	2.52%
53003	758	15	1.98%	1	0.13%	57	7.52%	1	0.13%	74	9.76%
53004	493	0	0.00%	2	0.41%	9	1.83%	0	0.00%	11	2.23%
FRANKENLUST											
54001	754	3	0.40%	18	2.39%	3	0.40%	1	0.13%	25	3.32%
54002	770	12	1.56%	15	1.95%	14	1.82%	1	0.13%	42	5.45%
54003	1006	1	0.10%	18	1.79%	21	2.09%	1	0.10%	41	4.08%
MONITOR											
55001	1057	6	0.57%	4	0.38%	12	1.14%	0	0.00%	22	2.08%
55002	1171	1	0.09%	4	0.34%	11	0.94%	0	0.00%	16	1.37%
55003	1108	1	0.09%	1	0.09%	10	0.90%	6	0.54%	18	1.62%
55004	559	0	0.00%	0	0.00%	19	3.40%	0	0.00%	19	3.40%
55005	2265	6	0.26%	14	0.62%	39	1.72%	2	0.09%	61	2.69%
57001	1724	4	0.23%	3	0.17%	44	2.55%	6	0.35%	57	3.31%
57002	705	0	0.00%	5	0.71%	11	1.56%	3	0.43%	19	2.70%
57003	534	3	0.56%	1	0.19%	5	0.94%	3	0.56%	12	2.25%
57004	914	0	0.00%	5	0.55%	18	1.97%	1	0.11%	24	2.63%
BANGOR											
58001	2818	47	1.67%	42	1.49%	123	4.36%	9	0.32%	221	7.84%
58002	817	1	0.12%	4	0.49%	13	1.59%	3	0.37%	21	2.57%
58003	1837	14	0.76%	2	0.11%	41	2.23%	9	0.49%	66	3.59%
58004	910	2	0.22%	13	1.43%	21	2.31%	7	0.77%	43	4.73%
59001	1571	6	0.38%	7	0.45%	56	3.56%	3	0.19%	72	4.58%
59002	1785	4	0.22%	2	0.11%	39	2.18%	3	0.17%	48	2.69%
59003	1990	5	0.25%	5	0.25%	55	2.76%	23	1.16%	88	4.42%
60001	1077	0	0.00%	1	0.09%	19	1.76%	3	0.28%	23	2.14%
60002	1185	0	0.00%	5	0.42%	15	1.27%	0	0.00%	20	1.69%
60003	1557	5	0.32%	8	0.51%	32	2.06%	4	0.26%	49	3.15%



KAWKAWLIN											
61001	1603	4	0.25%	2	0.12%	23	1.43%	5	0.31%	34	2.12%
61002	861	4	0.46%	0	0.00%	36	4.18%	3	0.35%	43	4.99%
61003	913	0	0.00%	4	0.44%	23	2.52%	5	0.55%	32	3.50%
61004	1727	16	0.93%	4	0.23%	35	2.03%	10	0.58%	65	3.76%
FRASER											
62002	146	0	0.00%	0	0.00%	0	0.00%	1	0.68%	1	0.68%
62003	1262	2	0.16%	1	0.08%	17	1.35%	8	0.63%	28	2.22%
62004	1008	7	0.69%	8	0.79%	15	1.49%	5	0.50%	35	3.47%
62005	959	0	0.00%	3	0.31%	15	1.56%	4	0.42%	22	2.29%
BCATS Totals											
	90697	1305	1.44%	488	0.54%	3716	4.10%	440	0.49%	5949	6.56%

Identification of Low-Income Areas for Environmental Justice Analysis

By Census Block Group for the BCATS Area

Source: 2000 U.S. Census

All **Bold** percentages above BCATS average

BLOCK GROUP	TOTAL POPULATION	POPULATION FOR WHOM POVERTY STATUS WAS DETERMINED	BELOW POVERTY LEVEL	% BELOW POVERTY LEVEL
BAY CITY				
01001	515	516	100	19.38%
02001	608	435	170	39.08%
02002	564	524	200	38.17%
03001	550	526	181	34.41%
03002	953	990	171	17.27%
04001	768	717	49	6.83%
04002	618	599	129	21.54%
04003	756	868	250	28.80%
04004	1049	997	273	27.38%
05001	490	517	48	9.28%
05002	565	569	29	5.10%
05003	789	741	59	7.96%
05004	768	752	21	2.79%
05005	1142	1147	109	9.50%
06001	523	524	32	6.11%
06002	926	929	99	10.66%
06003	680	675	108	16.00%
06004	826	827	152	18.38%
07001	851	825	271	32.85%
07002	575	603	159	26.37%
07003	764	755	104	13.77%
07004	829	851	128	15.04%
07005	566	525	267	50.86%
08001	1610	1632	29	1.78%
08002	1247	1246	51	4.09%
08003	931	910	70	7.69%



Bay Cy Area Transportation Study (BCATS)
2035 Metropolitan Transportation Plan (MTP)

AMENDED REPORT
October 13, 2009

09001	960	900	172	19.11%
09002	1012	1111	236	21.24%
09003	526	541	94	17.38%
09004	704	658	141	21.43%
10001	724	746	99	13.27%
10002	772	739	68	9.20%
10003	636	644	103	15.99%
10004	807	828	0	0.00%
10005	756	768	90	11.72%
10006	668	638	72	11.29%
11001	544	512	68	13.28%
11002	531	542	37	6.83%
12001	781	790	66	8.35%
12002	824	856	195	22.78%
12003	873	885	105	11.86%
12004	1085	1034	85	8.22%
12005	776	756	114	15.08%
13001	866	851	137	16.10%
13002	532	527	86	16.32%
13003	1183	1216	64	5.26%
13004	794	776	45	5.80%
ESSEXVILLE				
51001	793	784	19	2.42%
51002	1574	1537	97	6.31%
51003	793	903	41	4.54%
51004	606	542	9	1.66%
HAMPTON				
52001	852	783	10	1.28%
52002	1009	953	61	6.40%
52003	1080	1121	88	7.85%
52004	1211	1286	53	4.12%
52009	5750	5428	847	15.60%
PORTSMOUTH				
53001	1376	1352	28	2.07%
53002	992	1012	64	6.32%
53003	758	759	178	23.45%
53004	493	479	24	5.01%
FRANKENLUST				
54001	754	759	14	1.84%
54002	770	719	50	6.95%
54003	1006	1052	16	1.52%
MONITOR				
55001	1057	1051	17	1.62%
55002	1171	1077	43	3.99%
55003	1108	1030	75	7.28%
55004	559	581	7	1.20%
55005	2265	2260	115	5.09%
57001	1724	1727	130	7.53%
57002	705	735	52	7.07%
57003	534	524	32	6.11%
57004	914	891	70	7.86%



BANGOR				
58001	2818	2815	328	11.65%
58002	817	756	78	10.32%
58003	1837	1861	106	5.70%
58004	910	795	19	2.39%
59001	1571	1557	67	4.30%
59002	1785	1778	67	3.77%
59003	1990	1991	267	13.41%
60001	1077	1085	77	7.10%
60002	1185	1160	49	4.22%
60003	1557	1525	43	2.82%
KAWKAWLIN				
61001	1603	1764	62	3.51%
61002	861	930	26	2.80%
61003	913	747	72	9.64%
61004	1727	1591	89	5.59%
FRASER				
62002	146	142	6	4.23%
62003	1262	1217	109	8.96%
62004	1008	1026	107	10.43%
62005	959	977	86	8.80%
Totals	90697	89580	9134	10.20%